NAFA
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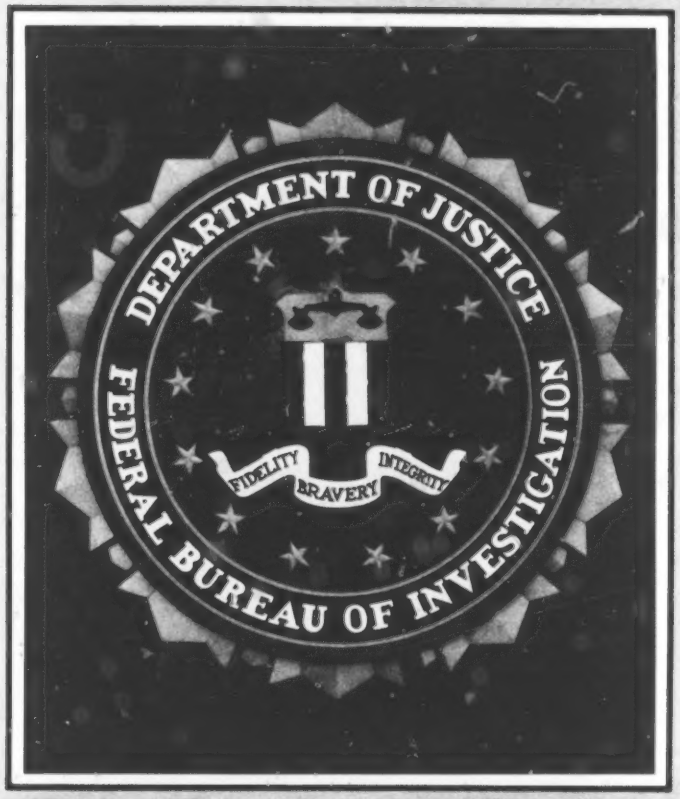

MISSION:
SAFE & RELIABLE FLEET
NOT-IMPOSSIBLE

news highlights

Designed For Your Benefit:

NAFA's New Educational Program

NAFA's Unified Educational Program reinforces NAFA's aims and purposes — to encourage and promote the economic, efficient and safe operation of passenger car fleets. By providing educational seminars for fleet managers, we are able to achieve these goals.

In 1984, NAFA will again be offering "Basic Principles of Fleet Management," "Advanced Fleet Management," and "Automotive Familiarization," in addition to its acclaimed annual conference and annual seminar/workshop devoted to the needs of its Law Enforcement Group.

New dates and sites have been recommended by NAFA's Educational Committee Chairman Marilyn Leach and approved by the Board of Governors. The

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1984 Educational Calendar

Basic Principles of Fleet Management

Dates	Locations
January 31, February 1-2	Orlando, Florida
May 8-10	Detroit, Michigan
October 17-19	Vancouver, B.C.

Advanced Fleet Management

Dates	Locations
July 11, 12	Chicago, Illinois
November 14, 15	Houston, Texas

Automotive Familiarization

Dates	Locations
January 16-20	Boston, Massachusetts
September 10-14	Chicago, Illinois
November 5-9	Montreal, Quebec

Annual Conference

Dates	Location
March 17-21	Los Angeles, California

Law Enforcement Group Seminar/Workshop

Dates	Location
August 5-8	Memphis, Tennessee

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NAFA Bulletin

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In 1984, NAFA will again be offering three programs in addition to its annual conference and Law Enforcement seminar/workshop.

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Mission: Safe & Reliable Fleet 8
A team of four men from the Federal Bureau of Investigation have redefined their goals and strategies in order to achieve a professional fleet operation.

Welcome the Sunshine State Chapter 16
NAFA's Board of Governors took several actions to expand the Association's scope and increase membership. One of the important steps was granting the charter to the Sunshine State Chapter.

Wisconsin's Computer System Performs Many Functions 20
The State of Wisconsin recently implemented a fleet information system to manage its Central Fleet of 1,250 vehicles.

Illinois Study Indicates Roof Lights Don't Help Police ... 22
The Illinois State Police conducted a study which answers the question: Can police patrol cars be effective without roof lights?

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Here's a Surprise:

Illinois Study Indicates Roof Lights Don't Help Police

Can police patrol cars be effective without roof lights? This serious question is widely discussed by law enforcement agencies throughout the country. At the 1983 Law Enforcement Seminar/ Workshop, a thorough report on a study by the Illinois State Police was one of the major presentations of the meeting. The presentation was made by NAFA Member Lt. Robert E. Cline, Illinois State Police. He was assisted by John M. Grow, former manager of transportation services, California Highway Patrol.

This article is based on the results of the Illinois study and contains the State Police's conclusions.

The Illinois Study indicated that by removing the roof-top mounted light would result in reduced fuel consumption by those vehicles.

One major concern was safety, but analysis completed by the California Highway Patrol and the Illinois State Police of squad car accidents indicate that roof lights play no measurable part in reducing accident potential of police patrol vehicles.

Illinois' experience further indicated that unmarked vehicles are actually less likely to incur accidents than marked vehicles. The report theorized that by removing the roof mounted lights, enough fuel could be conserved in four months to pay for the cost of conversion to a new system of lighting, and as an added benefit, the vehicles would achieve greater acceleration and top speed.

As a result of that study, 132 1982 Ford patrol vehicles were placed in service all with our full markings, but with 66 of them without roof-top lights and 66 with roof-top lights.

For comparison purposes, each vehicle without a roof-top light was paired with a vehicle that did have one and these pairs were assigned as nearly the same type of patrol and workload as possible. They went to all areas of the state except for Cook County (Chicago area) and the Illinois Tollway System. We began compiling data on:

The number of accidents each officer investigated.
The number of reports each officer investigated.
The number of Motorists Assists by each officer.
The number of Warnings issued by each officer.
The number of Citations issued by each officer.
The number of squad car accidents by group.
The number of miles driven by each car.
The fuel consumed by each car.

At the end of the first 6-month period after these vehicles were placed in service, a survey was completed by the drivers of the 66 vehicles without the roof-top lights to obtain their perceptions in five areas:

1. Public acceptance.
2. Productivity.
3. Voluntary compliance.
4. Public recognition of the vehicle.
5. Officer safety.

Findings at the end of the 6-month operation:

Fuel Consumption

The vehicles with light bars averaged 11.79 miles per gallon and the vehicles without light bars averaged 12.55 miles per gallon; a 6.4 percent improvement.

Accidents

The vehicles with light bars were involved in accidents at a higher frequency and incurred greater damage than the vehicle without light bars.

The accident cost average with bars: $1,435
The accident cost average without bars: $165

Productivity

There was no difference in the numbers between the two groups in:

Number of accidents investigated
Number of reports investigated
Number of Motorists Assists
Number of Warnings

There was a significant difference in numbers of citations written:

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Roof Lights Don't Help Police

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Units with roof-top lights produced one citation for each 4.48 hours of patrol.

Units without roof-top lights produced one citation for each 2.76 hours of patrol.

Survey of Officers Perceptions

More than half of the officers were assigned a patrol consisting of both interstate and noninterstate highways.

The officers were of all levels of experience, 25% having under five years experience, another 25% with five to thirteen years experience, and 50% having more than thirteen years experience.

Questions:

1. If given the choice, I would request that my unit be equipped with a roof-top light bar.

Responses	
NO	90%
Undecided	4%
YES	6%

2. Patrol in a vehicle without light bar results in (less/more) voluntary compliance with traffic regulations by motorists than does patrol in a unit with.

Saw no difference	50%
Less compliance	26%
More compliance	24%

About
Equal

3. When they are seeking assistance, motorists have (less/greater) difficulty identifying a vehicle without roof-top lights than one with them.

No difference	70%
Greater difficulty	20%

4. Public opinion of our use of vehicles without roof-top lights is one of

Disapproval	6%

5. I would make (fewer/more) arrests in a unit **with** roof-top lights than one without.

Anticipated decrease	57%
No change	26%
Increase	22%

6. Responding to emergency calls in a unit **without** roof-top lights is (less/more) dangerous than one with roof-top lights.

No difference	50%
Slight level of increased danger	40%
More dangerous	10%

7. When responding to nonemergency calls, it is (less/more) difficult to get through traffic in a unit without roof-top lights.

No difference	67%
Some difficulty	14%
More difficulty	6%
Less difficult	13%

8. Use of a vehicle without roof-top lights for accident investigation (decrease/increase) the amount of safety afforded the officer and motorist as compared to a vehicle with roof-top lights.

Saw no difference	50%
Some level of decreased safety	46%

9. Once I identify a traffic violator, I have a (less/more) difficult time making the stop in a unit without roof-top lights.

Saw no difference	70%
Some difficulty	25%
Greater degree	25%
Less difficult	5%

10. Generally speaking, I feel (more/less) safe driving a unit with roof-top lights than one without.

Saw no difference	77%
More safe	14%

The opinions of these officers are reflected in the statement of one:

"I, personally, like my unit without the roof-top lights. In fact, it has made me even more

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ELECTION.

Make the wrong vehicle decisions for your fleet and kiss cost effectiveness goodbye.

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"Illinois' experience further indicated that unmarked vehicles are actually less likely to incur accidents than marked vehicles."

Roof Lights Don't Help Police

(Continued from page 25)

safety conscious knowing that there is a possibility that I may **not** be seen."

Performance

Top Speed

11. If my unit were equipped with a roof mounted light bar, my top speed would
    89% feel that speed would decrease
    10% expected no change

Acceleration

12. If equipped with a roof mounted light bar, my unit would have (faster/slower) acceleration.
    78% slower
    22% no change

Fuel Consumption

13. My unit gets (less/more) miles per gallon than it would with a roof mounted light bar.
    78% more
    20% saw no difference

Conclusions

The study clearly indicates that vehicles without roof mounted lights obtain better fuel mileage than those with.

Officer responses indicate that vehicles without roof-top lights:

Have greater acceleration
Have greater top speed
Consume less fuel

Data indicates that vehicles without roof-top lights had fewer and less severe accidents. Only 6% of the troopers surveyed felt that the public disapproved of the vehicles without roof-top lights.

Finally, the data indicated that while the two test groups represented similar patrols, productivity with regard to speeding citations was significantly greater for the units without roof-top lights.

Robert Cline with the Illinois State Police presented the findings of the Illinois study. John Grow (seated), former manager of transportation services, California Highway Patrol, assisted Cline with his presentation.

Recommendations

Deployment of more vehicles without roof-top lights. Benefits would be:

Better performance
Better fuel economy
Better accident picture
Increased trooper productivity

NOTE: We did deply an additional 143 units in 1983. ■

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